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## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

## INFORMATION REPORT

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1. The Záhony Station, on the Russo-Hungarian border

- a. The broad gauge line from Záhony, parallel to the standard gauge one, has been continued from Tuzsér as far as Komoro, 3 km. further south. South of the station at Komoro there is considerable activity in foundation-laying, suggesting that the transloading facilities in Komoro are being increased, or possibly, that the line is to be extended still further. There are at present transloading facilities at both Komoro and Tuzsér.
- b. The parallel broad gauge line towards Vásárosnamény is also being further extended.
- c. There are 18 pairs of rails in front of the station at Záhony, of which at least two pairs are broad gauge.
- d. There is another broad and standard gauge marshalling yard and freight station running north-east from the station at Záhony to the bridge across the Tisza. This is equipped with cranes and large coke storage sheds.
- e. There is a separate installation for filling tank cars to the south-east of the station. Filling capacity is one pump, capacity 65 cubic m. per  $1\frac{1}{2}$  -  $1\frac{1}{2}$  hours.

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If the coke sheds are empty or low in stocks, tank cars can be shunted on the normal gauge line, which lies below the level of the broad gauge line, and filled (or vice versa, emptied) by gravity, through a hose, without the aid of a pump.

- f. The transfer shop (Átszerelés Telep) for broad gauge open freight cars and Diesel engine (?) trains delivered from Hungary, is in the south-west part of the station. The connecting rails to these come from the Záhony-Vásárosnamény track.
- g. The bridge across the Tisza River is built for one pair of tracks (in Geleisepár) i.e. a broad gauge and a standard gauge line have been built over it co-axially, see the sketch below. The middle axis of one is about 20 mm. away from the middle axis of the other, so that the pressure on the bridge is eccentric.



- h. Main types of goods observed at the station were: coke, ore, sulphur. The tank cars contained: tar and other liquids, probably chemicals.
- i. The personnel is composed of specially selected trustworthy Communists, who only impart information after they have inspected the interrogator's papers; of course on Party orders, every question is reported back to Budapest at once.
- j. The morale is rather low mainly because of the high-handed behavior of the Russian station officials towards the Hungarians. For example empty tank cars have to be cleaned and polished before they are sent back to Russia.
- k. Unloading operations are rather spasmodic. Sometimes when trains come in from the north, day and night shifts have to be worked. At other times the yard is almost empty.

2. Téglás - 26 km. south of Nyiregyháza.

On the main market square 3 new 2 story houses are almost completed. A stretch of broad gauge track is being built here also. It is not yet known whether this will come from Komoro or Fényeslitke.

3. Census of cars.

	53,000 open freight cars
plus	3,000 returned from the West
plus	2,600 tank cars
plus	600 service and mail cars
plus	4,500 passenger cars
plus	200 from the West.

Of the 53,000 mentioned above, about 48,000 are in use and 5,000 are undergoing repair.

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4. The prototype of the hospital trains to be supplied to the USSR have been completed except for the telephone communications and electric bells which have been held up by a shortage of cables. At Russian request strict investigations are under way to affix the responsibility for the delay in delivery. The investigations have been entrusted to engineer (fnu) Biro, of Section 7a, in the Ministry of Communications.
5. The quality of materials is not up to standard. For example, the Railway Material Testing Office recently rejected 166 out of 331 car axles supplied and 136,000 out of 141,200 m. of cable wire. The reasons for rejection were:  
Truck axles - brittle material  
Cables - leakage of current when wet.
6. A head technician of the Dunakeszi Car Factory is Györfi (fnu), formerly head of the workshops at Győr.
7. Of 320 km. of streetcar lines in one district of Budapest, about 150 km. are worn out. Nevertheless, the official in charge of this sector cannot get any replacements.
8. The Managing Director of Technoimpex, Hausser, is planning to send engineer Biró to Poland to try to arrange the delivery of 1,000 freight cars, ordered some time ago. 500 cars were cancelled by the Poles, and Hausser wants the original number to be supplied.

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